

Message

From: Peak, Tracy [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=D91E8031A31646439C7A33829C4EC926-DEGERING, TRACY]
Sent: 5/23/2017 9:22:41 PM
To: Bujak, Charissa [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=b7145378c12f43df9e2bf70e7d951196-Bujak, Char]
Subject: FW: safety message

More US 95 Thorncreek to Moscow history:

From: Somers, Elaine
Sent: Wednesday, September 16, 2015 2:59 PM
To: DeGering, Tracy <DeGering.Tracy@epa.gov>
Subject: safety message

Hi, Tracy! They want the road to be designed in accordance with AASHTO standards, but we don't know what those standards are or what the side-boards may be. However, they say in the EIS that all 3 alternatives are "safe", meaning they all meet AASHTO standards. They have now run an AASHTO safety analysis to compare the 3 alts re: safety and are saying that E-2 is safer by 18 fatal and injury crashes that are projected to occur between 2017 and 2036. I too am working on safety comments -- very draft at the moment, but the straightened-widened-supercleared area design increases the speed driven, which increases the rate and severity of crashes. If safety is a key concern, they shouldn't design it that way -- although doing so partially offsets crash rate, but does not compensate for it. I have references for this. e.

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